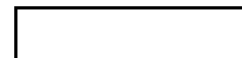


PHOTOGRAPHIC INTERPRETATION MEMORANDUM



DEVELOPMENT OF A LARGE
NEW TWIN-ROTOR
HELICOPTER
MOSCOW, USSR



25X1

MAY 1968

COPY 118

6 PAGES

231486



25X1

Declass Review by NIMA/DOD

GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

25X1A

ARCHIVAL RECORD
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MAY 1968

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DEVELOPMENT OF A LARGE NEW TWIN-ROTOR HELICOPTER
MOSCOW, USSR

A new twin-rotor helicopter, the largest known in the world to date, is under development at two separate installations southeast of Moscow, USSR. The two installations are a helicopter design bureau/experimental plant in the Moscow suburb of Tomilino and a specially constructed test site 4.5 nautical miles (nm) to the southeast near the suburb of Bykovo.

The fuselage of the large new twin-rotor helicopter, first identified at the test site on photography of [REDACTED]

25X1D

[REDACTED] Twin booms, centrally located, extend from opposite sides of the fuselage. A probable engine housing and a five-bladed rotor are mounted on one boom, and a probable engine housing is mounted on the other boom. A mobile crane was in position near the second boom, probably for the purpose of mounting a second five-bladed rotor. The radius of the mounted five-bladed rotor is approximately [REDACTED] indicating that it may be the same type of rotor utilized by the HOOK or HARKE helicopters. The distance between rotor hub centers is approximately 105 feet. The height of each rotor hub from the 250- by 200-foot probable concrete pad is approximately [REDACTED]. The height of the center of the fuselage is approximately 25 feet. The probable engine housings are approximately [REDACTED]. The interpretability of photography covering the new helicopter has varied from poor to fair, making it difficult to determine its assembly status. The most recent observation was on photography of poor interpretability in [REDACTED]

25X1D

25X1D

A second large twin-rotor helicopter, almost identical to the one seen at the test site, was identified at the helicopter design bureau/experimental plant on photography of [REDACTED]. This second helicopter appears to be more complete than the one at the test site. The fuselage is approximately 125 feet long and [REDACTED] and appears to have both horizontal and vertical stabilizers. It was not visible at the plant on photography of [REDACTED]. A large unidentified probable fuselage approximately 130 feet long and [REDACTED] was observed adjacent to a large assembly building at the plant on the photography of [REDACTED]. The unidentified probable fuselage was still in the same location on photography of [REDACTED]

25X1D

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25X1D

Transportation services between the test site and the design bureau/experimental plant are excellent; the test site and the plant are connected by a main rail line and good all-weather roads. Helicopter transport between the two installations is also a probability because the large concrete apron at the design bureau/experimental plant can be used as a helicopter pad.

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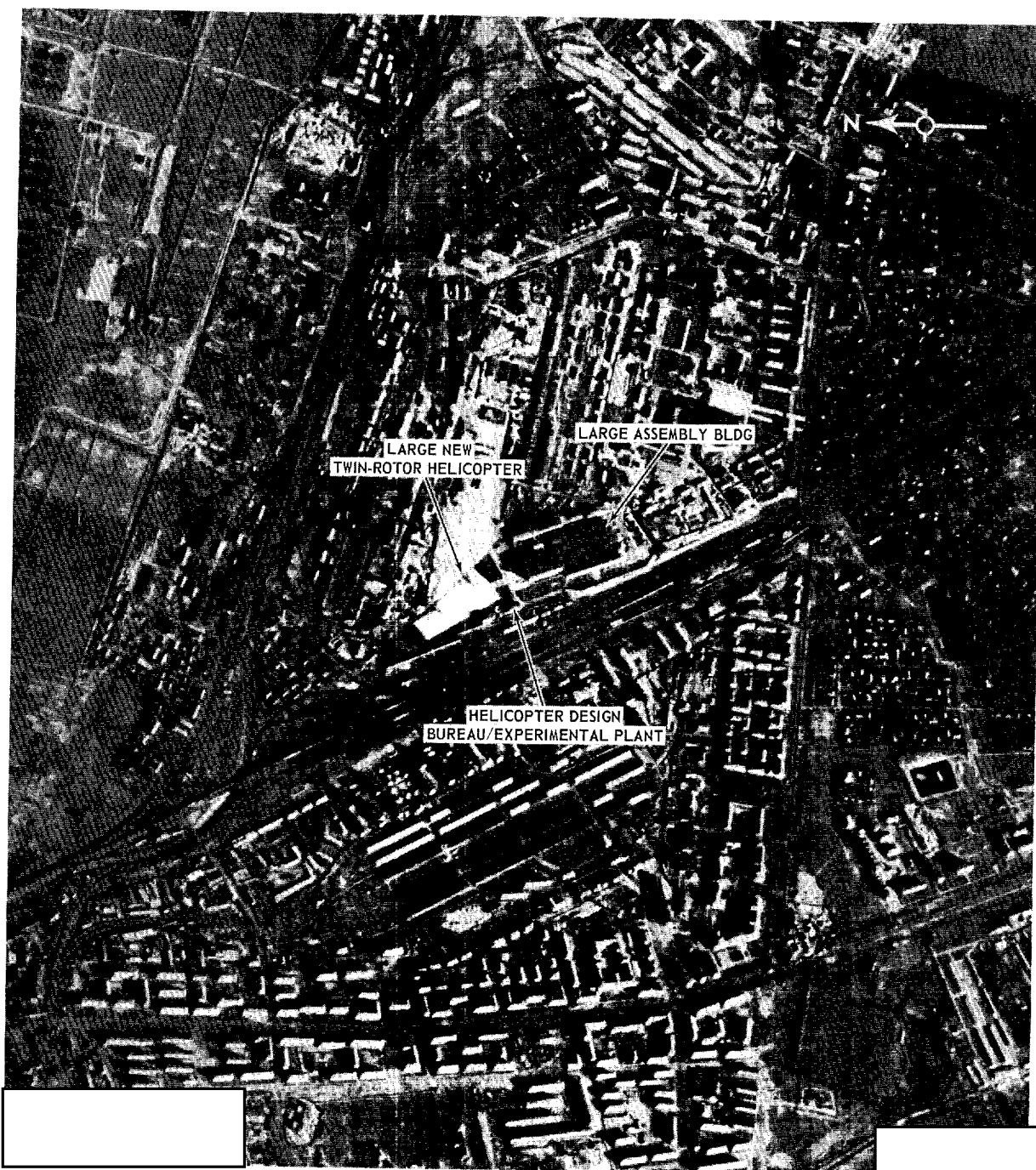
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TOMILINO AEROSPACE RESEARCH AND DEVELOPMENT CENTER, USSR

NONE
BE NUMBER

55-39-58N 37-56-05E
GEOGRAPHIC COORDINATES



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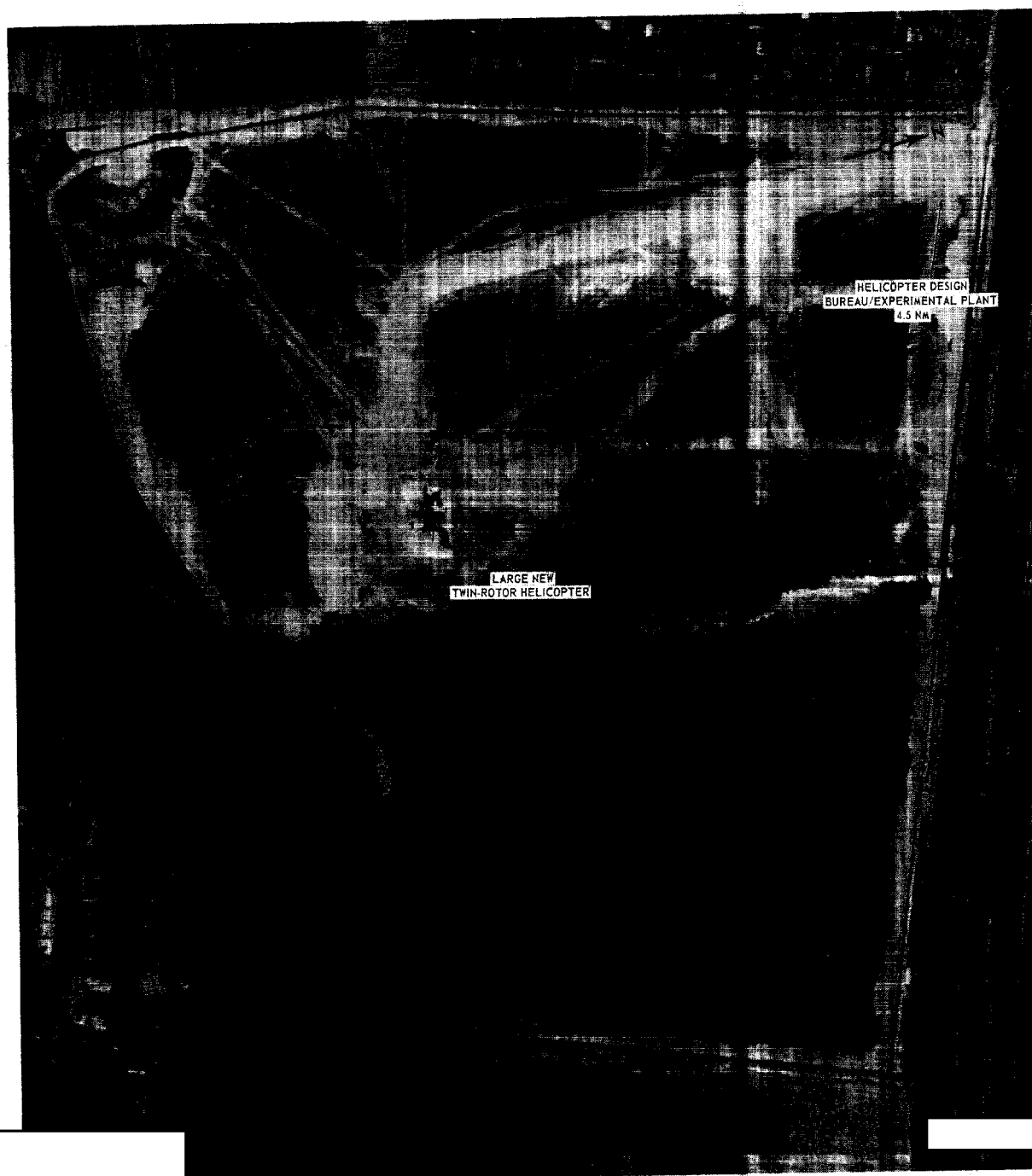
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TEST SITE

NONE
BE NUMBER

53-38-50N 38-04-50E
GEOGRAPHIC COORDINATES



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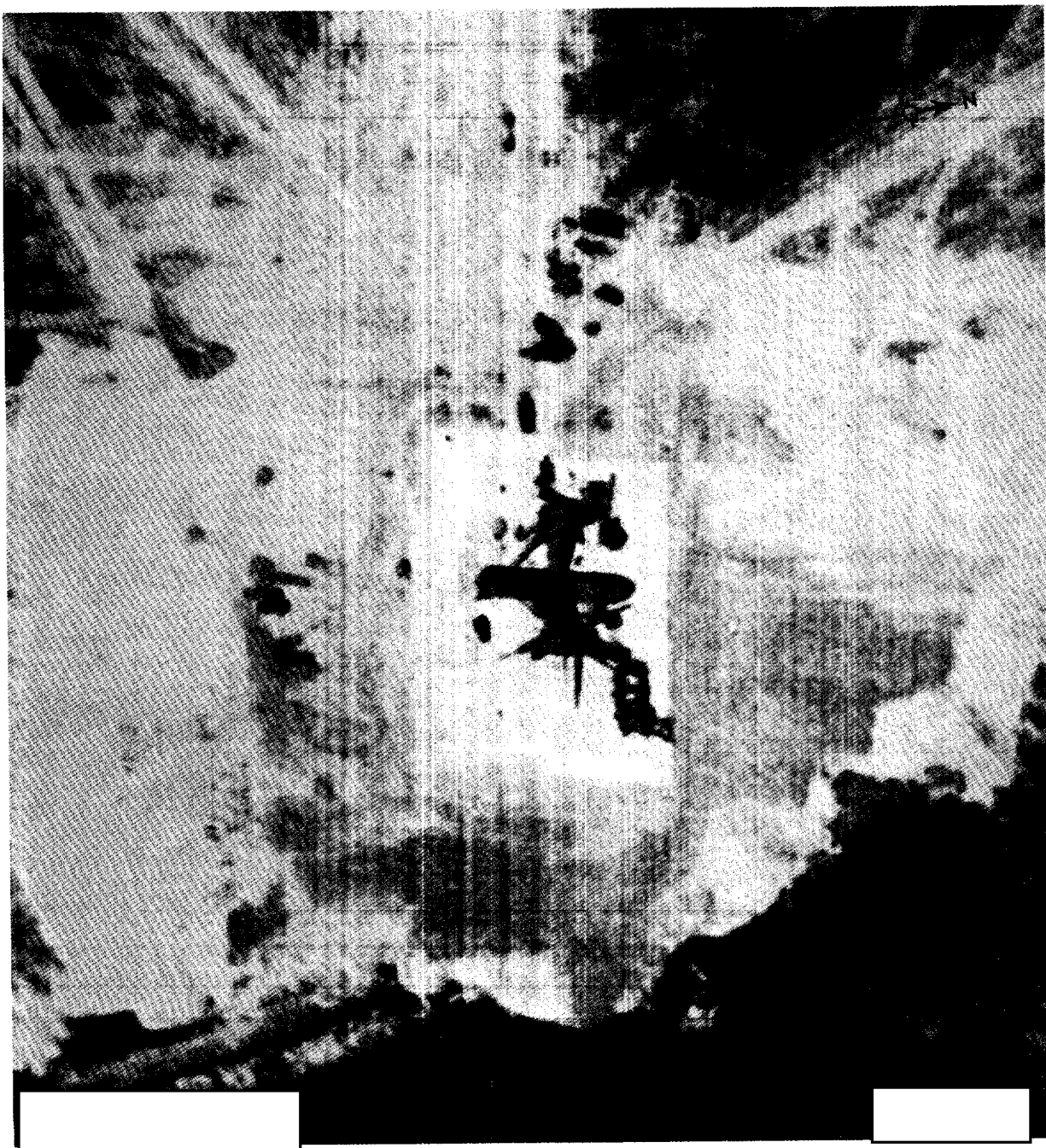
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LARGE TWIN-ROTOR HELICOPTOR



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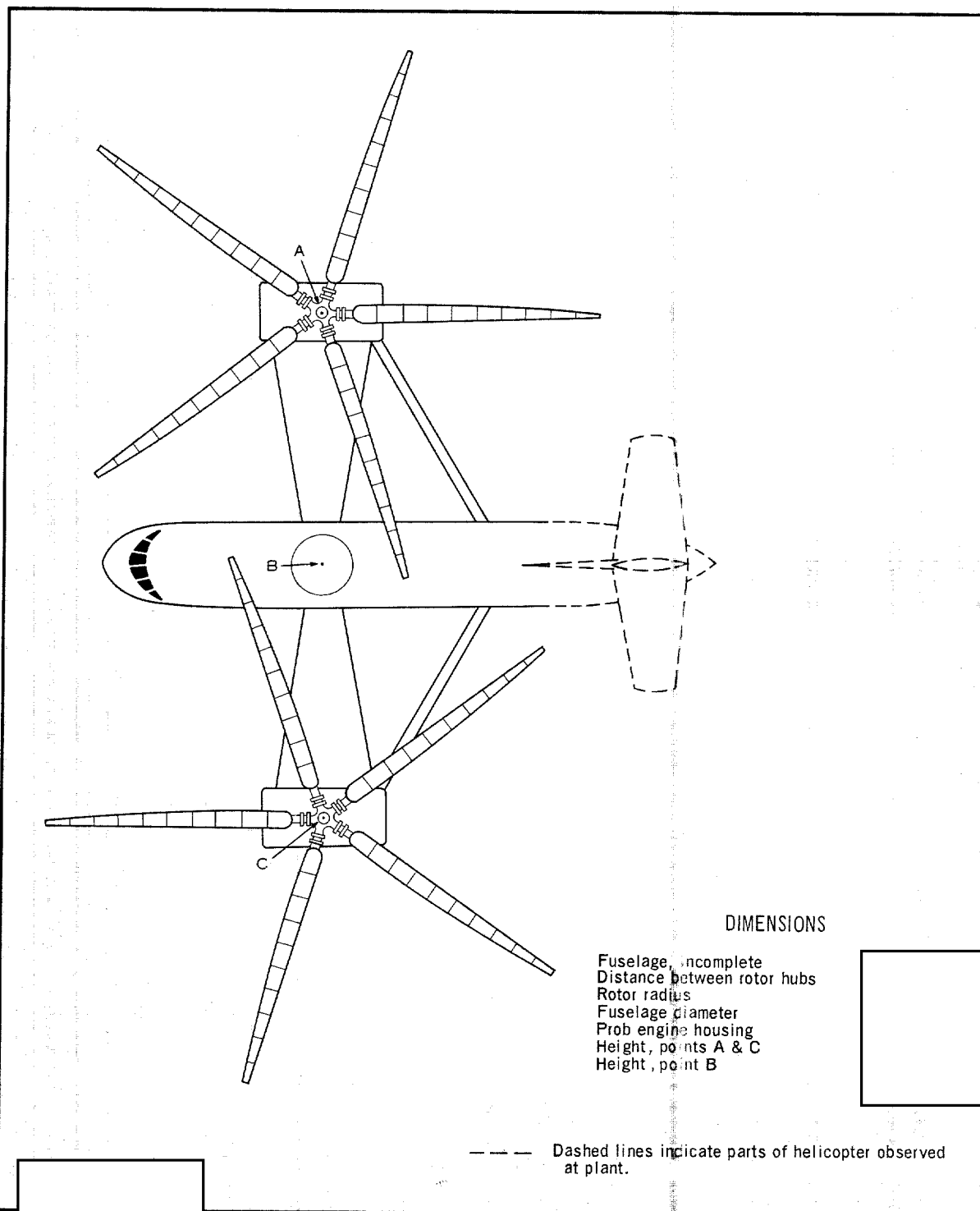
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PROVISIONAL DRAWING OF LARGE TWIN-ROTOR HELICOPTER



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